

THE BERGEN TUNNEL OUTBREAK.

The blockade of the New York and Erie Railroad—The laborers still victorious—Further particulars—The military under arms—The latest from the seat of war.

There is no change in the state of affairs connected with the difficulty of the Bergen tunnel men. They still keep possession of the track near the slaughter-house, maintaining their barricade, and no train has passed since yesterday noon.

The Sheriff cannot be induced to call out the military (if he has been found), and his friends state as a reason that the company have neglected to pay the bills of the military at the time they were ordered out to suppress the riot some three or four years ago, and for which there is now a judgment of about \$400 against the company.

Deputy Sheriff Francis was applied to last night, in the absence of the Sheriff, and came to Jersey City. He went away to see the Sheriff, promising to return in a few minutes, and has not since been heard from.

The mail train due in Jersey City at seven o'clock last night, and the New York Express train due at ten minutes past nine in the evening, arrived in New York at six o'clock this morning, via Piermont.

There were about two hundred passengers on the trains which should have left here yesterday, including women and children, many of whom, anxious to reach their destination, remained in the cars all night. The company are severely censured for not providing them with comfortable quarters, or forwarding them by steamboat, or by the Northern Railroad to Piermont, as they could have done.

A boat has been ordered to convey the passengers and mails to Piermont, and from thence to their destination. At half past eight o'clock this morning Mr. Miller, one of the officials, proceeded to New York to confer with Mr. Marsh, the receiver, with a view of having the facts of the stoppage of the mails laid before Postmaster Fowler, with a view of having a detachment of United States soldiers ordered out in order to remove the obstructions from the track. The result is not known.

A number of passengers this morning proposed to organize an armed force, and go through at all hazards, providing a train could be sent out. Mr. Miller stated that he could not act except upon orders from headquarters.

The Railroad Company have attached a battery at the slaughter-house, where they have a view of all that is going on, but as usual, no information can be obtained of them.

A small body of tunnel men are there assembled to give warning if an attempt is made to remove the obstructions. They state, in justification of these acts, that their families are in a starving condition, and this has driven them to desperation; that the contractors established a store where they were compelled to trade on orders at exorbitant prices; that they even submitted to, and continued work, until finally their supplies from the store were cut off and they were unable to procure provisions elsewhere.

At eleven o'clock Brigadier General Hatfield ordered out the Hudson brigade, consisting of the First and Second regiments.

The following is a copy of one of the orders:—

HEADQUARTERS, HUDSON BRIGADE, Hoboken, Sept. 17, 1859.

To COL. D. S. GREGORY, JR.:—You are hereby directed to assemble your command, armed and equipped, at the Court House in Hudson City, this afternoon at three o'clock.

Major Colard, of that city, is apprehensive of a riot by the laborers of the Erie Railroad Company, and has called upon me for assistance. You will use all necessary dispatch and provide your command with the necessary ammunition.

A similar order was also issued to Col. Shaler, of the Second Regiment.

Postmaster Fowler has obtained a requisition from government, and has also ordered military companies in New York.

It is stated that the tunnel men have procured a cannon, which they have loaded with spikes and other deadly missiles, which they threaten to use against any that oppose them.

About 11 o'clock this forenoon one of the ring-leaders amongst the tunnel men was detected mingling amongst the crowd at the depot, for the purpose of ascertaining the movements in progress against them. He was immediately taken into custody, handed over to an officer and conveyed to the lock-up.

Through mails have been sent to New York, to be conveyed West over the Hudson and Central roads.

Shortly before 12 o'clock the passengers remaining here proceeded to New York, for the purpose of going to Piermont in the steamboat Erie, belonging to the company.

THE LATEST.

NINE O'CLOCK P. M. Shortly after three o'clock P. M. a train left Jersey City for the scene of the riot, with a gang of fifty men, under charge of W. C. Taylor, agent of the New York and Erie Railroad, to proceed in a body to remove the obstructions, and the military then at Hudson Court House, and the military then at Hudson Court House, and the military then at Hudson Court House.

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fore decided to postpone the matter until this morning at eight o'clock, when the track is to be cleared at all hazards by the volunteers and military, and the trains forwarded.

The laborers are very poor, and many of them utterly destitute. They swear that they will not yield until they get their pay. There is no doubt that they have been greatly oppressed. One of them showed our reporter a pair of boots which could be bought in town for \$2.50; he had to pay \$5 for them at the company's store. They are said to be armed, and it is reported that they were furnished with muskets and other arms by their friends in New York on Friday night. All night long they kept watch around their camp fires and roasted potatoes—the only food they could obtain. It is evident that they are starving and desperate, and the company's store is closed against them. They are now entitled to a month's pay, but have no prospect of getting anything.

The military remained on duty last night at the Court House, and will make a determined effort to suppress the troubles this morning.

THE VERY LATEST.

At one o'clock this morning we received intelligence that the difficulty between the laborers and the contractors, or railroad company, had been placed in a fair way of adjustment. This was brought about by Gen. Wright, who had been selected to arbitrate between the parties.

ANOTHER ACCOUNT.

THE ERIE ROAD STILL BLOCKADED—BETWEEN THREE AND FOUR HUNDRED RIOTERS ON THE GROUND—THE FIRST AND SECOND REGIMENTS ORDERED OUT—SCENES AMONG THE RIOTERS—SPEECHES OF FATHER VANETTA, SHERIFF BEATTY AND GENERAL JAMES T. HATFIELD.

The excitement at Hudson City or Bergen Tunnel still continues unabated. During Friday night, Saturday and last evening the rioters continued their attack upon the road, preventing the several trains from passing to and from Jersey City. During Friday night the storm which had been in continued unabated, but notwithstanding this the crowd, numbering between three and four hundred, remained on the ground till nearly daylight. Banners were kept up all night, located at about one hundred feet apart, along the track, around which were huddled the employees in crowds of eighty to one hundred, and among whom were quite a number of women and children, some shouting and singing, others making speeches and roasting corn and potatoes. Thus the night was spent in protecting the barricades. Considerable shrewdness was manifested by the rioters in their blocking the tracks, from the fact that they took great precaution in not interfering with the Jersey or Paterson Railroad companies.

The blockades are all located about three miles above Jersey City, and just above the point where the two roads come together. Thus the Philadelphia train, and trains coming to Newark, &c., are not interfered with. The only trains that are prevented from running are those on the Erie road. The blockades or barricades on the Erie are most substantially erected, and will require some time to be removed. They are composed of old trucks and wagons, riveted to the ground by heavy spikes, and placed upon them is old lumber of every description, covered with dirt and rubbish of every kind.

The report that Sheriff Beatty was not on the ground is entirely untrue. He had that morning left home in company with his family to visit the farm at Elizabeth, but hearing of the riot returned immediately, and on reaching home at six o'clock procured a wagon and proceeded to the scene of the riot, and remained until nearly morning trying to get them to return to their homes; but, unfortunately, with but little effect.

Mr. Mayor Van Riper was also on hand, and at one time was set upon and severely beaten. Two brothers, named Stewart, were also being kept in the night while passing in the neighborhood of the crowd, and were badly injured.

During yesterday morning Mayor Colard, of Hudson City, finding that there was every probability of a continuation of disorder and riotousness among the crowd, called upon Gen. James T. Hatfield, of the Hudson brigade, requesting the aid of the military in dispersing the rioters. Gen. Hatfield accordingly issued the following order to the Colonels of the First and Second regiments:—

HEADQUARTERS HUDSON BRIGADE, Hoboken, Sept. 17, 1859.

TO COLONEL ALEX. SHALER, FIRST REGIMENT:—You are hereby directed to assemble your command, armed and equipped, at the Court House in Hudson City, this afternoon at three o'clock.

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the laborers attempt to interfere there is no doubt but blood will be shed.

ACCOUNT OF THE AFFAIR FROM A SPECIAL REPORTER.

At four o'clock yesterday afternoon a small squadron of cavalry arrived from Hoboken, under the command of Captain Belmont. They halted at New York's hotel to await the orders of the Mayor of Hudson City. Soon this troop was reinforced by the arrival of a company of Guards from Jersey City. The Sheriff (Beatty) followed, and drove up to the National Hotel. After making a few inquiries he proceeded to the place where the obstructions to the trains lay, and was followed by Mayor Colard and a limited number of police. The Mayor, the Sheriff, Mr. Bradley, one of the New York stockholders, expostulated with the four hundred laborers, but to no purpose. Their money or no passage for the trains, was the ultimatum of the laborers on the tunnel, whose wages were due on Thursday last. Much dissatisfaction was loudly expressed by citizens not interested in the conduct of Mr. Seymour, the contractor, who, the Sheriff and other persons alleged, had received some ten thousand dollars from the company to stop the train.

At five o'clock the Erie train running north was arrested in its course, and two down trains were also detained, with a large number of cattle from the West. It was now too late to call out the military. It rained a torrent, and the cavalry could do of no service on so narrow a field as a railroad track afforded. The artillery, to their discomfiture it must be said, came on the field without ammunition.

It is conjectured that the Erie Railroad, which ignores all responsibility in the matter of paying the wages of the workmen, will lose thousands of dollars by this untoward event.

At six o'clock General Hatfield had the brigade in full readiness to march at the order of Mayor Colard, and the cavalry were drawn up ready to take the field. But wiser counsels prevailed. It was dark, and the rain fell in torrents. A consultation with Colonel Gregory, General Hatfield, Colonel Shaler, and other officers, resulted in a resolution to hold the several companies under arms, and to march early in the morning, take possession of the road, clear the track, and appoint a line of videttes to guard against accidents.

This morning it will be seen whether the civil and military authorities are equal to this emergency.

MEETING OF THE CITIZENS OF HOBOKEN.

A meeting of citizens of Hoboken was held at the Napoleon Hotel last evening, to take into consideration the condition of the laborers of the Bergen tunnel works, who are suffering greatly for the common necessities of life in consequence of the stoppage of the trains.

Alfred John Beane was called to the chair, and Philip Schmidt was appointed Secretary.

After the announcement of the objects of the meeting, speeches were made by H. W. Peckham, Esq., Major Kimball, Alderman Board, Philip Schmidt and R. Havens, Esq., and the following resolutions were adopted unanimously:—

Resolved, That although we respond to the call of the Mayor of Hudson City, and endorse the action of his Honor the Mayor of our city, in ordering out the militia of the county to enforce obedience to the laws of our State, we nevertheless, taking into consideration the necessity of the workmen engaged in the Bergen tunnel strike, regard it as our duty to use our best efforts to contribute towards supplying their immediate wants.

Resolved, That a committee of three be appointed by the Chair to ascertain the wants of the workmen, and to contribute towards supplying their immediate wants.

Resolved, That the committee report to-morrow morning, at 10 o'clock, when a subscription will be taken up for the above purpose.

Members John Davis, Remondel Havens and John G. Gear were appointed a Committee in accordance with the above resolutions.

It is stated that the laborers are on the verge of starvation, and that their necessities condition has driven them to commit the acts of violence that are laid to their charge.

Our Syracuse Correspondence.

SYRACUSE, Sept. 18, 1859.

Some Truth about That Gath'ring there—Nobody told, &c. It would not be the least use for your correspondent to write your working-label to the Herald. The advertisement you a day or two ago inserted for posted-up politicians to correspond in your shamefully anonymous, if not judge from all the sneaky looking gentlemen who will pretend to hold that office. In fact, there is no doubt in my mind that these fellows are not your real reporters, for your folks never go on the dead-head system.

Without any further preface, just let us say that we are not a politician, and judging by the crew that is present at this great pow-wow, we do not want to be classed among the "wire-workers." Our mission here is to report the news and to pick up the fun of the Convention. As your knowing correspondents seem to ignore the humors of this gathering, permit us to become your selected correspondent for this occasion.

We have had a chair at one of the reporter's tables, (first having taken a Cigger ticket, which is copyrighted), and we have had our eyes on the press gang especially. Directly opposite to us sits your bona fide reporter, who is undoubtedly a Herald man, as all the representatives of the rural press have to ask him for information about what is going on under their noses. Your man knows everybody and everything, and writes without measures; while one half of the other poor devils lose the run of proceedings every five minutes. We have at our table one temperance editor, who is in sore tribulation to keep the run of matters. If he tells his readers all that he is told they will have rich reading.

The Central Railroad men are very busy. In fact, "passes" are said to be easily procured, and the conductors stop their trains here to go in and run the convention.

It is frequently said that all the rascals in the State flock to these gatherings. We are quite sure we have met some of them here. We know of several instances where the wool pulled over their eyes most beautifully. Several country delegates are said to have slept with Central Railroad men, and some of them, when they come to town, are prone to go after strange bedfellows.

One of the funniest questions we have ever had put to us, was that of a country delegate, who seldom goes out side of his own Dutch county. The creature wanted to know if Mr. Dickinson had not been honored by this Convention? How could any one doubt that he was treated fairly?

The dear old man reminded us of a lamb fattened for the slaughter when he went upon the platform. He will never be sold at auction again. His enormous gain that runs the democratic party for their own ends, and honor nor principle, and would sell their dead grandfathers' tombstone for a consideration.

It has been quite evident here to the initiated that the nomination of the State ticket was a matter of little or no interest to the Convention. The Presidential election was the only thing that interested them. The delegates off the line of the Central Railroad have been there seven weeks, and the delegates in the hands of the Regency. As a general thing, every rural delegate has had two men to look after him. We know of several instances where a delegate, sent with positive instructions to oppose the selection of Charleston delegates, has been humbugged and bamboozled out of his senses.

The demoralizing effect of a gathering like this is hard to convey to the uninitiated reader. It is a season of excitement, when the lowest passions are appealed to. The better sort of intellect leave little trace on a convention. The least capable and loudest mouthed men have the most to say.

In a word, those opposed to representative government might find a fruitful mass of precious arguments in the proceedings of the past two days among the salt-bakers, who, to do them justice, look at the conventions in a purely commercial point of view. But the people can take the reins of government in their own hands when they see fit.

The little editors will return to their respective villages to-night in the eleven o'clock train. They will set down and scissore the reports of what they were incapable of reporting, although done under their eyes and noses, from the metropolitan press, write a column article abusing the New York Herald, and make their simple wives believe they are tremendous fellows.

CAPTAIN RYNDERS' SPEECH AT SYRACUSE.—Dwelling to do any one injustice, we make the following correction to the request of Captain Rynders, who has requested us to state that he has no knowledge or belief that the "Benania Boy" or Heenan, was hired by ex-Mayor Wood or the Mayor's party to go to Syracuse and get up a muss here; further, that he did not see him participate in the disturbance which occurred in the Convention; but what he did see of him was more as a pacificator than otherwise."

Miscellaneous Items.

The wages of the operatives in most of the mills in Fall River have been raised this month to about the standard which prevailed just previous to the last financial crisis, when they were reduced.

There is a mail carrier at Enfield, N. C., who has carried for fifty-five years, missing but one regular day in his life.

At the funeral of Henry W. Stuart, at Fonda, N. Y., on the 14th inst., the united ages of the two principal bearers and the youngest mourner were 242 years. The oldest was 90 and the youngest 11 years.

THE EQUINOCTIAL STORM.

Its Commencement—Building Demolished—Several Persons Injured—Trees Uprooted—Effects on the North and East Rivers—Collars Overlooked.

At. At. At.

On Thursday night the sky presented a peculiar streaked appearance, interspersed with new and then a flying cloud passing across the disc of the moon. The "ring around the moon," the harbinger of a coming storm, meteorologically speaking, was plainly visible, and the weathermen "K. M." gave their shrewdest significant shrugs, which meant something. On Friday the sky was overcast, and a chilly wind from the north-east combined to increase the anticipation that a storm was inevitable. Late in the afternoon the rain commenced to fall, and at dark the vault overhead was arched with glimmering darkness. During Friday night and throughout yesterday the rain fell heavily, with hard by a moment's cessation, and from all appearances the end is not yet. The pitiless storm and chilly wind called overcoats, water clothing and thick boots into requisition; and no one showed themselves in the streets except those forced by business considerations. The city railroads and stages on their down town carry trips were crowded to overflowing by our hard-fisted mechanics and shop girls, and those who were not fortunate enough to get a place in them were obliged to trudge along on foot. It was a sight truly pitiable to see the latter class tripping along the streets, thinly clad, to the dingy shops, there to earn a livelihood. The wind blew with such fury that it was impossible to carry umbrellas, and those that attempted the experiment soon found them turned inside out. As far as the city is concerned we can find no objection to the storm; it has assisted City Inspector Delavan in a great measure to clean out the fifth from the streets, alleys and by-ways, thus rendering us an especial benefit. But our apprehensions for the vessels on our coasts are somewhat excited from the fact of the intensity of the storm and gale.

In the North and East rivers the perturbed waters resolved themselves into unusual heavy swells, and with the force of the gale rendered sailing vessel navigation hazardous and ferry boat navigation quite difficult and uncertain. Vessels anchored in the stream were obliged to put out their spare anchors and give a good length of cable to keep them from dragging, and vessels moored at the docks were heaving to and fro by the force of the disturbed waters. The shrill whistle, as the wind passed through the rigging, plainly told that the storm was no ordinary one.

The cellar in the buildings on West street, on the North river side, and those in South street, on the East river side, were inundated from the unusual high tide, so as to make those places quite intolerable for rats, many of which turned up—drowned. These inundations have been so periodical that merchants in those localities do not keep perishable goods in those places. However, we have not heard of any serious damage from the water.